The Electrification of Public Transport in Foshan

| status | target | development | policy | financing |

Management Committee of Foshan Sino-German Industrial Services Zone
(Sanlongwan Innovation Cluster)

Presenter : Chen Jingyi

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The briefing—What we heve done?

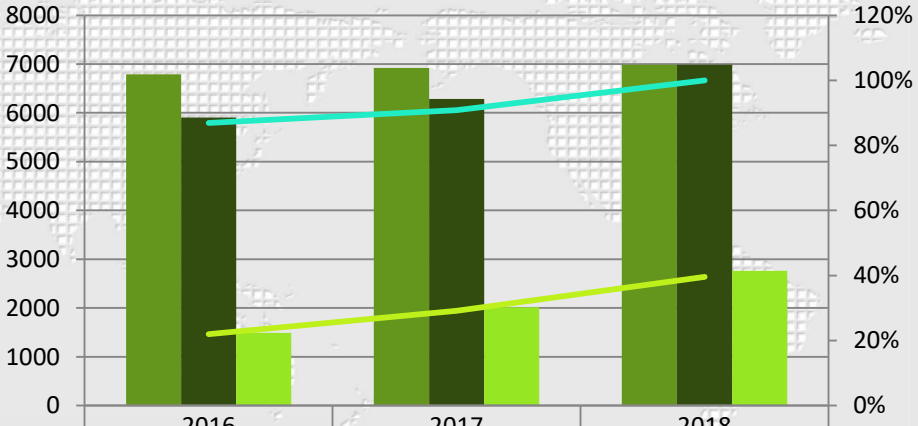
KEY WORDS:
- Starting from 2017;
- The goal of air pollution prevention and control;
- The electrification of public transport

KEY WORDS:
- The first hydrogen-powered tram in China

KEY WORDS:
- All-electric battery buses;
- Hydrogen energy buses;
- New or updated buses;
- Realizing 100% electrification at the end of 2020.

KEY WORDS:
- Policies and financial investment;
- Three important policies and regulations;
- 900 million yuan

The status—What’ s the achievement?



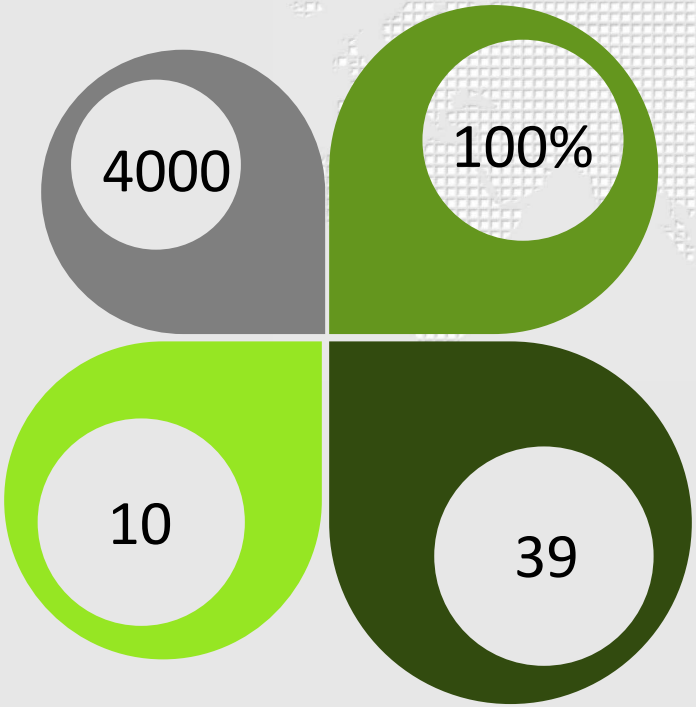
	2016	2017	2018
num. of buses	6790	6920	6989
num. of green buses	5902	6283	6989
num. of new energy buses	1489	2018	2763
proportion of green buses	87%	91%	100%
proportion of new energy buses	22%	29%	40%

Note:

Green buses include LNG bus, all-electric battery buses and hydrogen energy buses

New energy buses include all-electric battery buses and hydrogen energy buses

The status—What’ s the achievement?

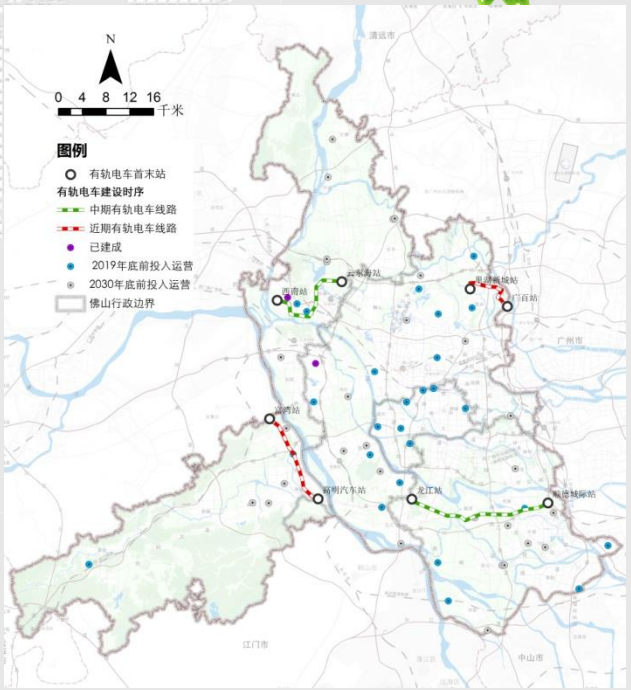


By the end of June 2019, there were about 4,000 new energy buses in Foshan.

At the end of 2019, Foshan will reaching the goal of 100% electrification of public transportation

10 hydrogen energy stations and 39 charging stations (including 448 charging piles) has been completed in 2018.

The status—What’ s the achievement?



The first hydrogen energy tram in China is being built in Gaoming district. The first part of the line is about 6.5 kilometers long with 10 stations, crossing the city from the North to the South. It is expected to put into use by the end of this year。

The policies—

<The Promotion and Application Work Plan of Hydrogen-powered Buses and All-electric Battery Buses During 2018-2019>

01

a construction plan for the development scale of bus electrification

02

clarifies what functions and responsibilities the various departments should take

03

assesses the trouble and risks

04

puts forward solutions

The policies—

<Foshan Hydrogen Energy Industry Development Plan (2018-2030)>

01

exploring the practical application of hydrogen-powered vehicles

02

accelerating demonstration application of hydrogen-powered trams to explore commercial operation mode

03

the construction of hydrogen energy stations can be combined with gas stations

04

By 2030 ,4000 hydrogen-powered bus capacity ,57 hydrogen energy stations and 4 hydrogen-powered trams

The policies—

<Foshan Hydrogen Energy Industry Development Plan (2018-2030)>

analyze

- how this hydrogen energy industry development plan impact Foshan's future energy structure and industrial transformation

assessment

- 11 indicators such as energy efficiency, atmospheric environment, ecological protection, industrial development level and economic benefits are evaluated
- scenario analysis and sustainability assessment

results

- optimize Foshan's energy structure and significantly reduce the use of natural gas
- drive the transformation of Foshan's industrial structure to become healthier, more efficient and sustainable with better environmental quality

The financing—

<The Regulation of Financial Subsidy for New Energy Bused and Infrastructure Construction>

01

50% of national standard for all-electric battery buses and 100% accordingly for hydrogen-powered buses

02

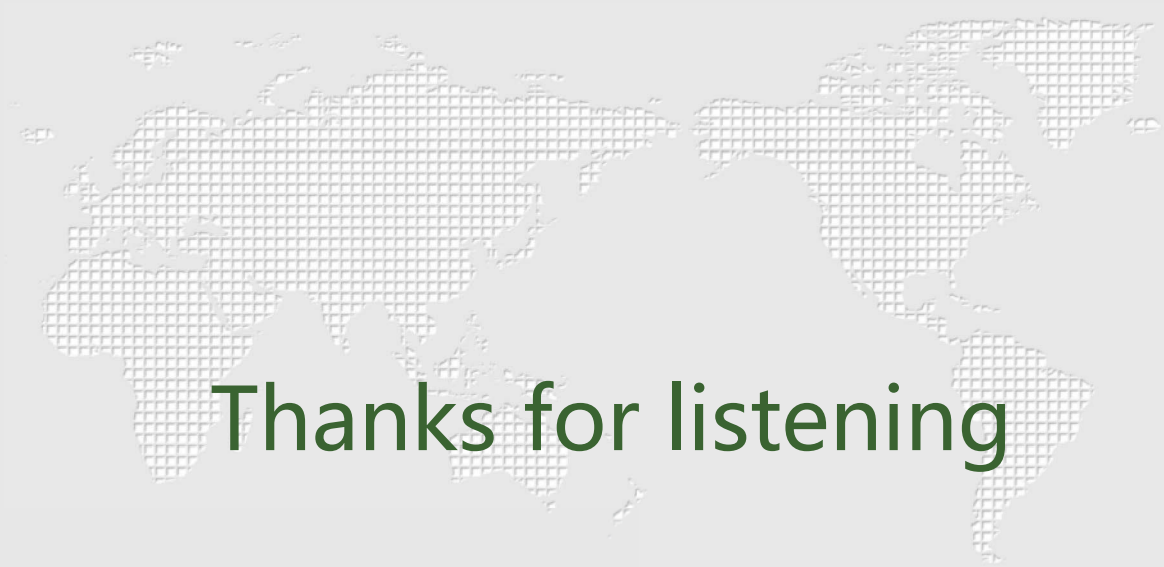
150 yuan / kWh subsidies for DC charging pile and 50 yuan / kWh subsidies for charging pile

03

a 1.5 million - 3 million yuan subsidy for each hydrogen energy stations

04

during 2018-2030 Foshan will invest 900 million



Thanks for listening